"To describe the Beauty of this region will, on some occasion, be a very grateful task to the pen..."

– Captain George Vancouver, 1792.

*"The site [**New Westminster**] is not only convenient in every respect but it is agreeable & striking in aspect. Viewed from the Gulf of Georgia across the meadows on entering the Fraser, the far distant giant mountains forming a dark background --- the City would appear throned Queen-like & shining in the glory of the midday sun."*

— Col. R.C. Moody, February 1st, 1859.

*" ... from the natural advantages of its position and location sooner or later **Langley** must become the site of a flourishing town."*

– Bishop George Hills, 1861.

*"The history of **Port Moody**, as yet, is mainly of its future; and that, we have the best of reasons for anticipating will be great and brilliant. ... We see the city upon its shores in the future --and not remote future-- the first, the grandest, and the most populous and thriving city upon the Pacific slope of the American continent."*

– Port Moody Gazette, December 22nd, 1883.

*" It is only once in a lifetime that the public have such a chance as at present, and we would recommend those who have money to invest to investigate the merits of **Vancouver** on Coal Harbour."*

– The West Shore; Portland, Oregon; 1884.

*" ...by the time **Vancouver** has developed into a wharf, blacksmith shop, boarding house, and a few whiskey mills and perhaps a car repairing shop, giving about as much employment as one of our logging camps, the city of **New Westminster** with its great resources and commanding position will have doubled its present enterprising and energetic population."*

– Victoria Colonist, January 29th, 1885.

*"...in a short time we trust that this **Surrey** of ours will have made such rapid advances that its internal development will be the means of inducing many more to come and cast their lot with us. There are several points in the district where manufacturing establishments could be carried on profitably, and the council are prepared to assist in establishing such schemes within the corporation."*

–Edward Mallandaine, British Columbia Directory, 1887.

*"The sea-port of the twentieth century! the **Constantinople of the West!** are the names which suggest themselves to me the moment I set eyes on **Vancouver**. ... Commerce! At present we talk of the scenery of Vancouver, but in a few years all the world will be talking of its commerce."*

— Frank Leslie's Popular Monthly, May 1890.

*"**Vancouver** is the largest city in British Columbia. It is but 16 years old and has a population of 30,000 inhabitants.. It has excellent hotel accommodations at reasonable rates. It rejoices in an ideal summer climate; malaria, black flies and mosquitos being unknown. The evenings are always cool, and the air pure, refreshing and bracing. **Stanley Park (one of the largest and most beautiful natural parks in the world) [offers] sea-bathing at English Bay.**"*

— Vancouver, A Few Facts, 1902.

*"This last winter here has been equal to an Eastern month of May, and all that could be called real winter was inside of ten days, and all the snow fall not over six inches, while the flowers never quite gave up. ... The schools are in every sense first class. Churches of all denominations. **The water supply from high Capilano Canyon is simply perfect and plenty.**"*

— Vancouver: the Mecca of the Tourist., 1903.

*" Prosperity bathes the town like sunlight — progress continuous. Watch **North Vancouver's** advance. it will be the kinetiscope of the Coast."*

— The North Vancouver Express, August 25th, 1905.

91-01903/

Greater Vancouver Regional District
4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

Office of the Chairman
Telephone (604) 432-6213

September, 1990

To: Members of Council
Member Municipalities
Greater Vancouver Regional District

Greater Vancouver has always been an attractive place to live. Today, our expanding range of economic activity and our increasing cultural strength has made us Canada's most popular region.

The Choosing Our Future Program was a regional search for new answers to create a more livable and healthier region. Over the last few months over 4,000 residents of this region have helped to create an agenda for action that will meet that goal.

We have caught ourselves in contradictions and we have faced them squarely. We want cleaner air and more public transit, but we own more automobiles and we drive them everywhere; we oppose urban sprawl but resist higher densities; we want regionally-coordinated action, but we demand local autonomy.

The Greater Vancouver Regional District Board knows it is more and more difficult to travel around our region but we believe that we can work toward a solution together by putting jobs closer to where people live, by emphasizing walking and transit and goods movement over the automobile. If we work together, we believe we can protect wilderness, park and agricultural land, and we can create more affordable housing. We know social changes—more elderly, more working women, smaller families and more ethnic diversity—are changing service demands and we believe that acting in concert we can meet those changing needs.

We believe that "made in Greater Vancouver solutions" will reinforce our values and make change work for us and for our future.

This report sets out the regional actions adopted by the GVRD Board on July 25, 1990. They form the framework for a regional agenda of joint action. It also suggests municipal actions that will reinforce this regional agenda. Finally it outlines briefly the individual actions that the people who live here can take to create a more livable region for us all.

The choices that we confronted during the Choosing Our Future Program were difficult ones. We look forward to discussing them with you and your municipality in the months ahead. We have chosen a path that demands that each of us make changes to the way we live.

We look forward to Creating Our Future together.

Yours truly,

G.J. Blair
Chairperson
GVRD Board of Directors

Gordon Campbell
Chairperson
GVRD Development Services Committee

G. J. Blair

Gordon Campbell

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CREATING OUR FUTURE:

STEPS TO A MORE LIVABLE REGION

September 1990

Acknowledgements

The "Choosing Our Future" process which lead to the preparation of this document, is the result of the efforts of many. Those who participated in the "Choosing Our Future" program are listed on pages 28 through 33.

The regional actions contained in this document and in the Technical Report, were adopted by the Board of Directors of the Greater Vancouver Regional District on 25 July 1990.

The cover image was derived from a photograph supplied by the Vancouver Port Corporation.

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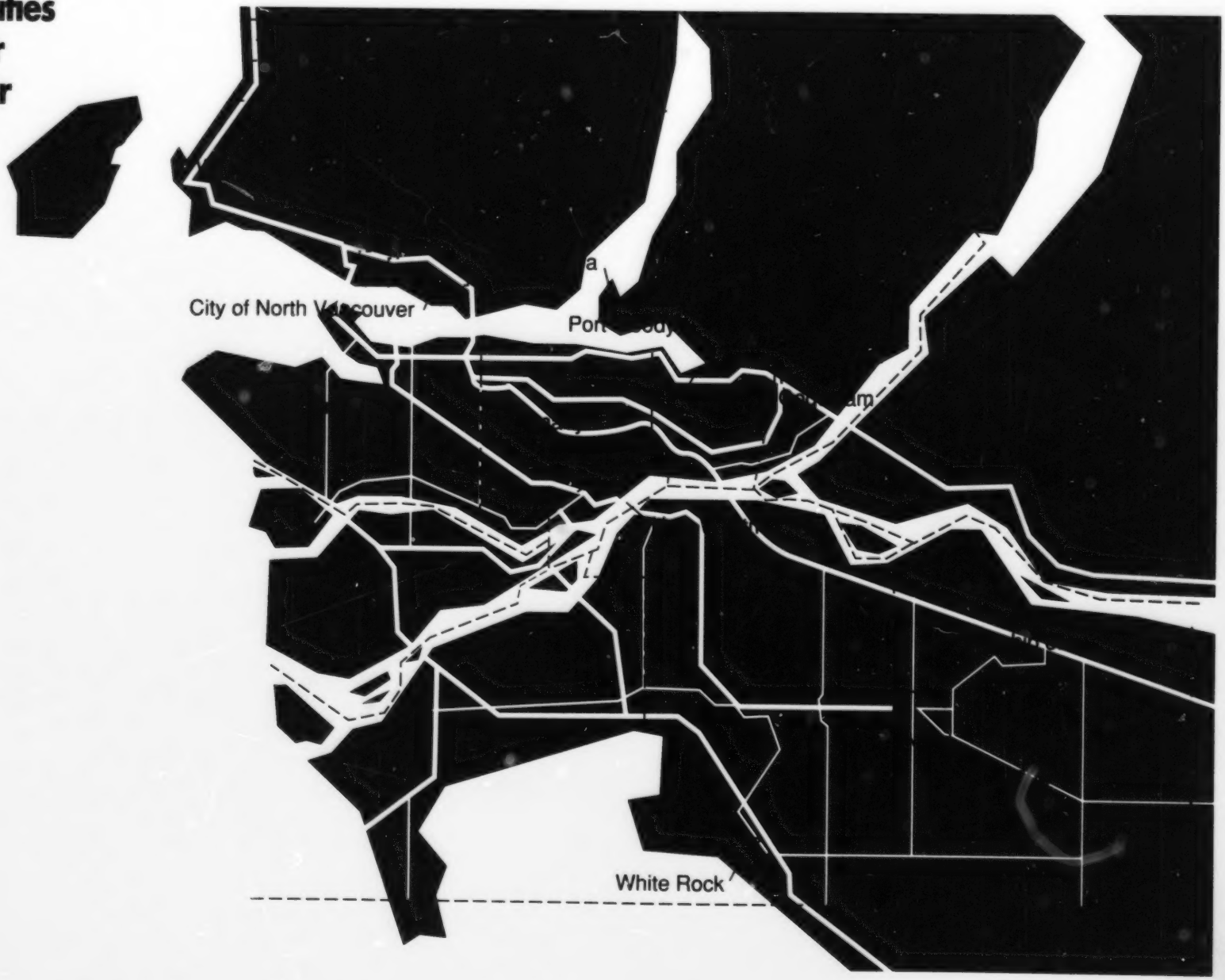
This is recycled paper

Greater Vancouver can become the first urban region in the world to combine in one place the things to which humanity aspires on a global basis: a place where human activities enhance rather than degrade the natural environment, where the quality of the built environment approaches that of the natural setting, where the diversity of origins and religions is a source of social strength rather than strife, where people control the destiny of their community, and where the basics of food, clothing, shelter, security and useful activity are accessible to all.

CREATING OUR FUTURE:

STEPS TO A MORE LIVABLE REGION

Municipalities in Greater Vancouver



CHANGES AND CHOICES

Fifteen years ago, the GVRD Board and its member communities made some clear choices. The public were concerned about issues such as centralized growth, traffic congestion and the loss of regional open space. The remedies contained in the Livable Region Strategy - regional town centres, rapid transit and regional parks - have made a real contribution to the livability of this region because they were part of an action plan which every one could understand and support.

Choosing Our Future has shown that today we are even more concerned about maintaining Greater Vancouver's livability. We are proud of our spectacular setting, our unique and envied lifestyle, our thriving economic and cultural life. But we are more aware of the fragility of these assets and the need to work hard to protect them if our children and grandchildren are to live as well here as we do. As our region grows towards two million people, the GVRD and its 18 member municipalities face the challenge of making history by avoiding the degradation which plagues so many large cities in the world.

Meeting that challenge will require bold action not only by the GVRD and its member councils but also by other government agencies, community groups, private business and individuals. The choices and actions resulting from Choosing Our Future will be a map guiding us into the 21st Century, an agenda of things we must do now to sustain qualities of life that we value.

Out of the hundreds of ideas and concerns put forward by the thousands of people who participated in Choosing Our Future, there are five critical priorities which require immediate attention by the Greater Vancouver municipal federation:

1. **Maintaining a healthy environment;**
2. **Conserving our land resource;**
3. **Serving a changing population;**
4. **Maintaining the region's economic health; and**
5. **Managing our region.**

Choosing Our Future is about making difficult choices - choices that lead to concerted action. This report sets the actions resulting from Choosing Our Future in the context of regional priorities. It identifies actions to be taken at the regional level, the local level and at the level of individual residents of the region.

CREATING OUR FUTURE:

STEPS TO A MORE LIVABLE REGION

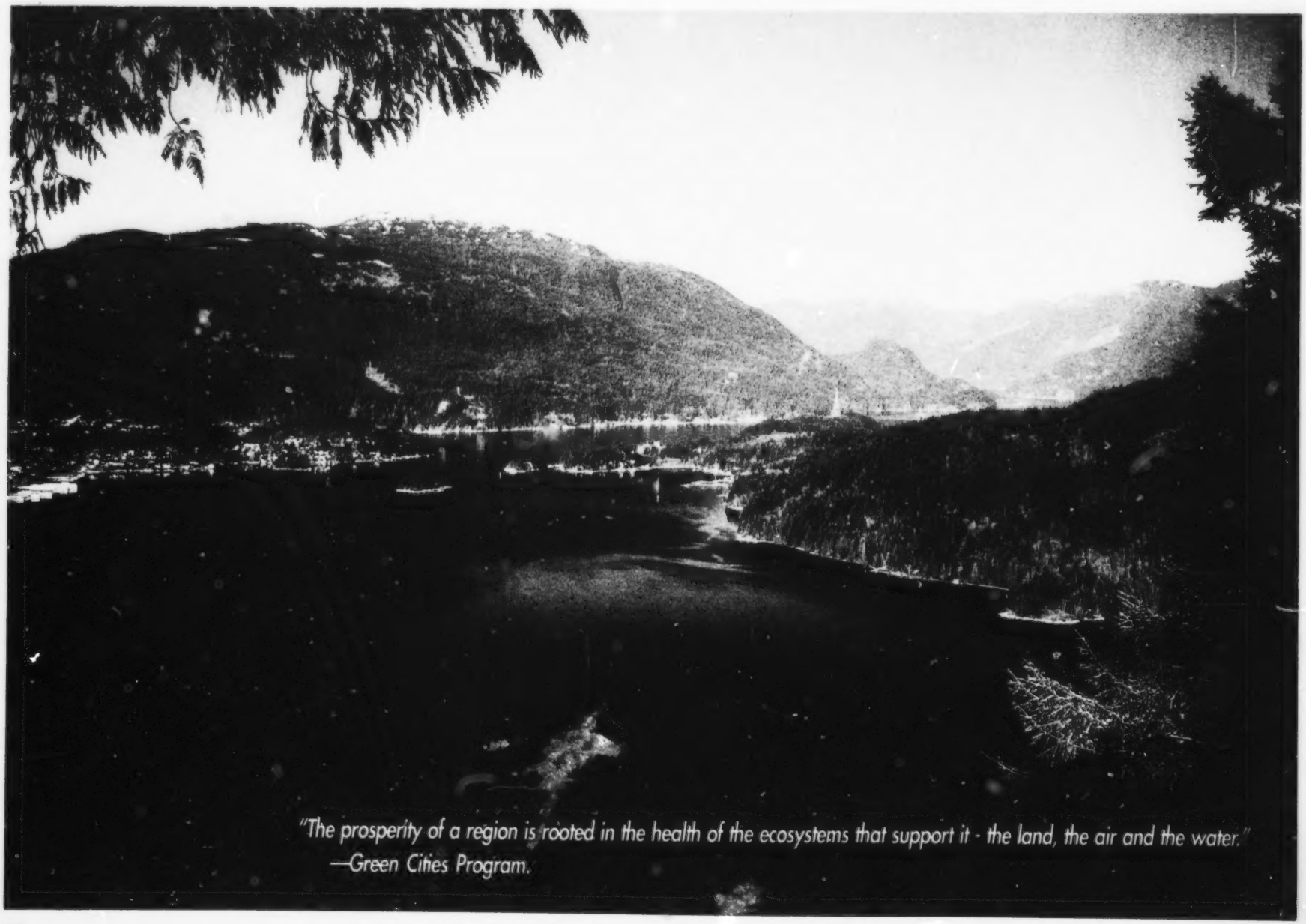
September 1990

"The shape of the future is in our hands. It is our responsibility for it can be no one else's. The world won't be destroyed tomorrow, but it can be made better today."

— Jeffrey Hollender; How to Make the World a Better Place; 1990

"We must be willing to erase local boundaries to successfully deal with regional issues, such as the environment, housing, transportation, regional safety and social issues".

— Mayor Marilyn Baker, District of North Vancouver, Deputy Chairperson, GVRD Board



"The prosperity of a region is rooted in the health of the ecosystems that support it - the land, the air and the water."
—Green Cities Program.

1. MAINTAINING A HEALTHY ENVIRONMENT

The people of the Vancouver region are justly proud of the quality of their environment. Our insistence on maintaining the quality of life represents a basic rejection of unlimited growth. The GVRD and its member municipalities have contributed significantly to the maintenance of environmental quality through their responsibilities for water supply and waste management. People are hard on the environ.nent and Greater Vancouver is growing. We want to correct the environmental degradation which has occured and restore our natural heritage wherever possible.

The Best Drinking Water in the World

Greater Vancouver has the best drinking water in the world and we aim to keep it that way by jealously guarding our three watersheds and taking steps to ensure that the quality is maintained or improved. It is time to encourage a greater emphasis on water conservation in order to postpone the day when new supply sources will be needed and to reduce the volume of wastewater requiring treatment at our sewage treatment plants.

Receiving Waters

Our receiving waters - the rivers, streams and ocean - are a key resource. Swimming, boating and fishing are a treasured part of our lifestyle and we need clean water to support our commercial fishing industry which is a source of jobs and food. We will fast-track the necessary capital projects to begin early implementation of the Liquid Waste Management Plan.

Local Actions

- *Require the use of water conserving plumbing in all new development.*
- *Require buffer strips adjacent to water bodies.*
- *Encourage low water use plant material in public and private landscaping plans.*
- *Establish municipal hazardous waste disposal programs by the end of 1991.*

Individual Actions

- *Install water conservation devices in the family home.*
- *Dispose of hazardous materials properly, not through the sewage or solid waste collection systems.*
- *Help to restore a fish-bearing stream.*

Regional Actions

1. **Continue to prohibit transportation, recreation and any other activities in the watersheds, which would jeopardize water quality.**
2. **Continue to develop and implement the Drinking Water Quality Improvement Program.**
3. **Establish Community Water Taste Panels composed of representatives from across the region to monitor water taste and clarity.**
4. **Together with municipalities, develop a water conservation strategy that could include public education, plumbing equipment standards for new construction, metering, and changes to water pricing.**
5. **Expedite and fast-track the Liquid Waste Management Plan's capital projects.**
6. **Contribute to implementation of the Burrard Inlet Environmental Improvements Action Plan.**
7. **Increase participation and support for the Fraser River Estuary Management Program.**
8. **Participate actively in the Fraser Cities Coalition.**
9. **Support efforts to restore the environmental quality of Howe Sound.**
10. **Develop an index incorporating air and water quality measures to provide a benchmark against which to evaluate the effectiveness of actions with 1 January 1991 as the benchmark.**

"When natural bodies of water occur near human settlements, treat them with your respect. Always preserve a belt of common land, immediately beside the water."

— Christopher Alexander, A Pattern Language 1977

"Our region contains unique species and communities of wildlife and fishes, of which populations of many are declining due to habitat loss."

—Edith Bettison, Boundary Bay Conservation Committee

Solid Waste - Waste Reduction is the Priority

Greater Vancouver is known for its mountains; we do not want be to known for the mountains of garbage which are a by-product of our modern lifestyle. With its highly valued environment and limited land base, Greater Vancouver finds continued reliance upon the traditional landfill solutions unacceptable. The GVRD and its member municipalities are committed to a solid waste management plan which emphasizes the "Three Rs" - reduce, recycle and re-use, and they are applying this philosophy in their own operations. Our objective is to reduce signficantly the amount of trash going to landfills. The strong public support for recycling shows that we are willing to change the way we live to achieve a cleaner environment. By the end of 1990, all municipalities in the GVRD will have curb-side recycling programs.

We need a similar effort on hazardous waste. Hazardous materials such as batteries leach out of landfills and find their way into receiving waters. Each municipality should establish a hazardous waste collection or dropoff program by the end of 1991.

Local Actions

- *Give preference in purchasing to products which come without wasteful packaging.*
- *Accelerate the conversion from paper to electronic means for storage and retrieval of municipal records.*

Individual Actions

- *Avoid products which are overpackaged.*
- *Attempt to find alternate uses or users for things before throwing them away.*

Regional Actions

11. **Continue to implement the Solid Waste Management Plan which gives priority to waste reduction and recycling to reduce the need for disposal by incineration and landfill.**
12. **Adopt the proposed and Statement of Policy re: Procurement of Recycled and/or Environmentally Friendly Products and Services and encourage all member municipalities to do likewise.**
13. **Convene, by the spring of 1991, a roundtable of government, industry and labour to find ways of reducing waste.**

"For some people driving to work is a matter of necessity - as, for example, in the case of the parent who must drop off a child at the daycare center on the way to work."

—Ken Orski, Choosing Our Future Challenge Seminar, 1989

"A fast growing tree recycles 48 pounds of carbon dioxide each year, so tree planting is one of the most cost effective, immediate and gratifying steps you can take..."

— Steger and Bowermaster; Saving the Earth; 1990

The Invisible Air Strategy

Our region is a sensual delight, with mountain views, seascapes and cityscapes that uplift the spirit in a way which is unique to this region. Part of that quality is fresh, clean air. But the mountains also define our airshed - a confined area in which the air's capacity to clean itself is limited during certain weather conditions. Increasingly, we notice a brown pall of photochemical smog produced by the effect of sunlight on motor vehicle emissions. It's not healthy, and our neighbours in the Fraser Valley and northern Washington are complaining that we are fouling their air too.

In 1988, the GVRD started Canada's first Air Management Plan. The first phase provided some startling information: more than 80 percent of the air pollution in the region comes from motor vehicles, mostly private automobiles and light trucks. Cleaning up the air will require every individual, private firm and municipality to make significant changes in the way they conduct their daily affairs.

Local Actions

- *Convert municipal vehicle fleets to cleaner fuels.*
- *Encourage employees to use transit and carpool for travel to work.*

Individual Actions

- *Set personal goals to reduce use of the private automobile and convert to smaller, cleaner vehicles.*
- *Note and report sources of air pollution to the GVRD.*

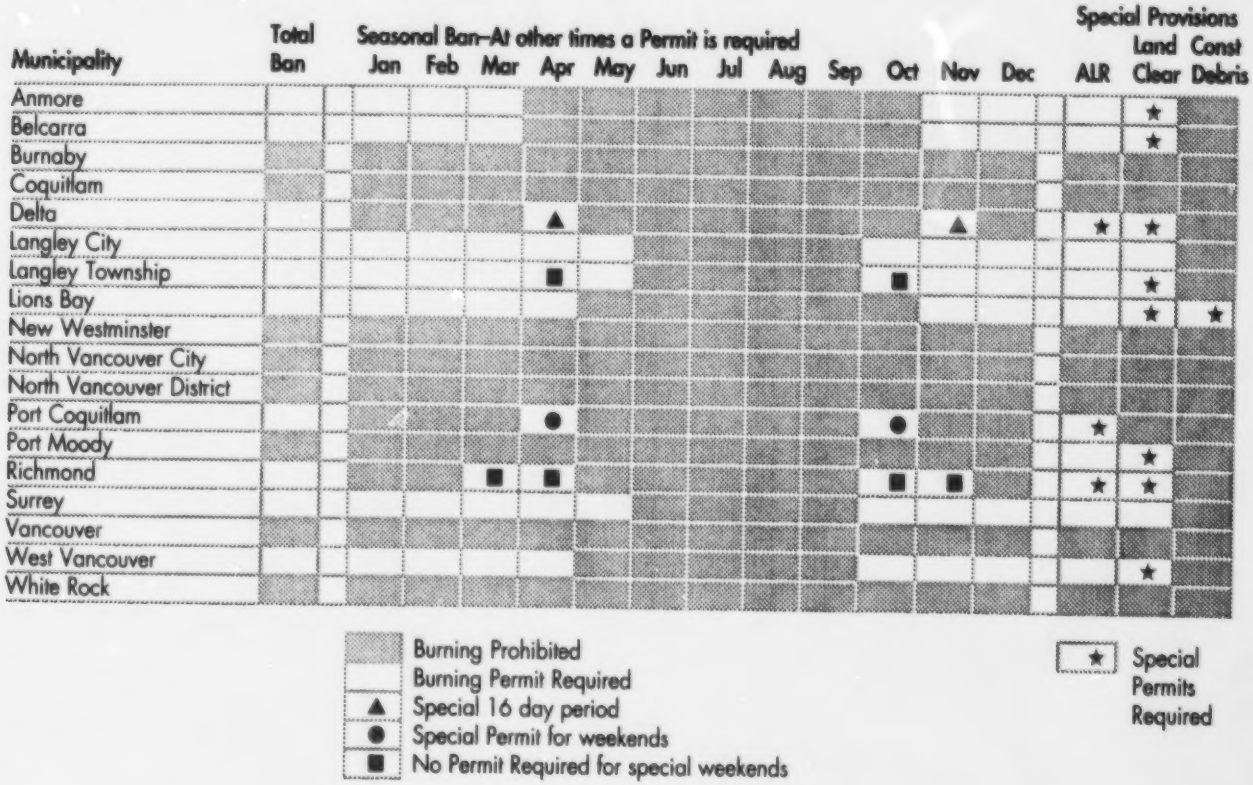
Regional Actions

14. **Continue to develop and implement the Greater Vancouver Air Management Plan with the objective of reducing by 50 percent total emissions of sulphur and nitrogen oxides, particulates, carbon monoxide and volatile organic compounds by the year 2000.**
15. **Initiate discussions with other regional districts and the provincial Minister of the Environment on how best to put into place a single structure (possibly an Airshed Authority) to manage air quality in the Lower Mainland airshed by 1992. Work towards the involvement of Whatcom County.**
16. **Develop a regional air quality and transportation strategy that identifies priority actions. Reverse transportation priorities so decisions are made to favour walking, cycling, public transit, goods movement and then the automobile. Reduce single-occupant commuting through encouraging carpools and providing high-occupancy vehicle lanes. Encourage the increase of commuter parking rates in downtown Vancouver to equal transient rates.**
17. **Double the number of bicycle commuters by 1995 through promoting a regional cycling network in cooperation with municipalities, preparing a regional map of commuter and recreational cycling routes, working with B.C. Transit to facilitate multi-modal travel, and encouraging municipalities to adopt development standards that accommodate the needs of cyclists.**
18. **Establish a public information program on regional air quality issues and how individuals can contribute to improving the atmosphere.**
19. **Reduce the impact of GVRD services on air quality through such measures as the conversion of vehicles to cleaner fuels and purchasing practices. Encourage municipalities to adopt cleaner fuel strategies and work with the provincial government to develop incentives for individuals to convert to smaller vehicles with cleaner fuels.**
20. **Encourage B.C. Transit and other major vehicle fleet owners to adopt cleaner fuel strategies.**
21. **Work with B.C. Transit, business and labour on incentives to encourage transit use. Advocate changes to income tax laws to permit employer-provided transit assistance to be exempt from taxation. Initiate a transit usage policy for all GVRD employees.**
22. **Work with B.C. Transit, municipalities and the development industry in efforts to ensure new development carries a fair share of the new transit costs it generates.**
23. **Encourage municipalities to incorporate urban forestry in their community plans. Establish a target of two trees planted for every tree cut.**
24. **Encourage municipalities to eliminate outdoor burning in urban and industrial areas by 1992.**

"We need an immediate ban on all outdoor burning"

— Lucinda Jones, Worldwide Home Environmentalists Network

Municipal Outdoor Burning Regulations



" Perhaps people in cars stalled in traffic jams would start to wonder if the luxury of driving is worth it when bus loads of commuters go rolling by them [in a high occupancy vehicle lane]."

— Jon Harris, Coquitlam resident

"The bicycle is a super-efficient, human powered, non-polluting mode of transportation which shares with the automobile the benefit of a user-determined path. Bicycling plays an increasingly important role in the urban transportation system."

— Bicycling Association of British Columbia

"My wish is that Vancouver will change the trend seen in North American cities and become ecologically-oriented, favouring public transit, pedestrians and bicycles over cars."

—Henry Einarson, Vancouver Resident

2. CONSERVING OUR LAND RESOURCE

Conservation of all the region's resources - physical and human - is a theme which has run through the entire Choosing Our Future process. Of all these resources, only land is non-renewable and irreplaceable.

Greater Vancouver is a land-short region. Hemmed in by the mountains, the sea and the U.S. border, the region has a limited amount of land available for urban growth. Through the region pass the Fraser River and the Pacific Flyway, two globally important environmental assets, and we are blessed with the best combination of land and climate in Canada for farming.

The Green Zone

The sense of harmony with nature and a proximity to the wilderness are unique features which Greater Vancouver residents cherish and are determined to protect. If we are to be successful in this, we must secure the green areas in perpetuity and we must use more carefully the land we have left for cities and towns.

The GVRD and its member communities must establish a Green Zone and an Urban Containment Policy which will establish the solid Green Line which separates areas which are or will be developed from those which will be permanently reserved as wilderness, parks, wildlife habitat and farmland.

Local Actions

- *Ensure that the development industry and community groups understand and accept the Green Line.*
- *Provide the GVRD with information on municipal parks and open space plans and help establish urban containment and green zones based upon local policy.*
- *Work with food producers to minimize conflicts between farming and urban development.*

Individual Actions

- *Volunteer to assist with salmonid enhancement, trail maintenance and rescue services in Green Zone areas.*
- *Give preference to local food products in family shopping.*

Regional Actions

25. Establish with municipalities an Urban Containment Policy that identifies Greater Vancouver's "Green Line" beyond which urban development will not be allowed and that defines the region's "Green Zone". Hold a regional conference on protection and maintenance of the "Green Zone" in the spring of 1991.

26. Support the preservation of farming as a regional objective. Hold a regional conference in the winter of 1991 to discuss ways of assuring the future of agriculture in Greater Vancouver. The conference should select initiatives for the long term protection of Greater Vancouver's agricultural community, including: coordination among municipalities on agricultural issues, research on concerns such as golf course development, the development of local and export markets for locally grown products, monitoring land use change, and the transfer of the Roberts Bank backup lands to the GVRD, or an appropriate agricultural agency, for farm use.

27. Develop and implement a Regional Open Space Planning and Nature Conservancy Program including wildlife sanctuaries in conjunction with municipalities and the Province.

28. Develop a cooperative plan for wetlands preservation and restoration in conjunction with municipal governments and Greater Vancouver's ports and harbour commissions.

29. Protect strategic areas in the Pacific flyway.

30. Examine the feasibility of establishing a Greater Vancouver Land Conservation Trust Fund to enable contributions of lands and funds to acquire important areas within the "Green Zone".

31. Encourage municipalities to ensure that open space, wilderness, wetlands and rural planning for the agricultural community are integrated parts of Official Community Plans.

"Putting urbanism and nature together provides us with an opportunity to create cities that are healthy, civilizing, and enriching places in which to live."

—Michael Hough; Green Cities: Ecologically Sound Approaches to Urban Space; 1990

"The greatest challenge facing the GVRD today will be its ability, or failure, to establish and maintain a necessary balance between urban and rural activities, between more buildings and open spaces, between preserving some very valuable non-renewable assets, such as prime farmland, or destroying them forever."

—John Massot, Richmond resident

"We need to make better use of our ravines for pathways and bicycle paths"

— Elizabeth Thundstrom, Wildlife Rescue Association of B.C.

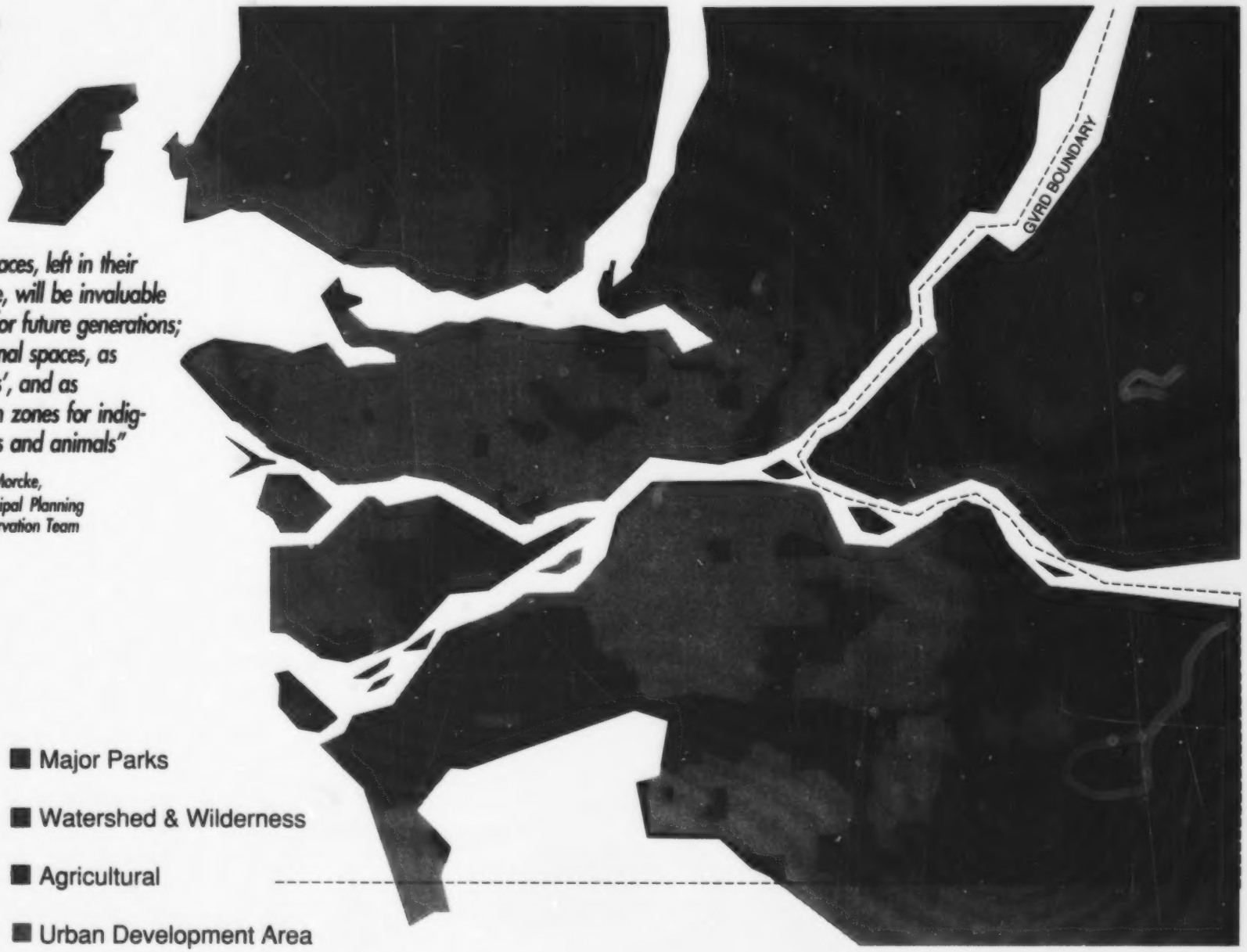
"We are not isolated from the problem of urban sprawl. Coercion is needed to curb this growth."

— Harold Funk, Delta Wilderness Society

" As the population density of the Lower Mainland increases, the importance of preserving large green areas also increases."

— Burnaby Mountain Preservation Society

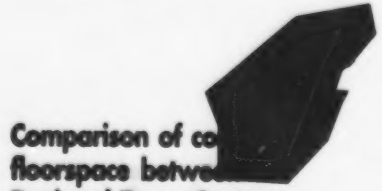
Green Zones



"...green spaces, left in their natural state, will be invaluable for us and for future generations; as recreational spaces, as 'green lungs', and as conservation zones for indigenous plants and animals"

— Karen Morcke, Inter-Municipal Planning and Conservation Team

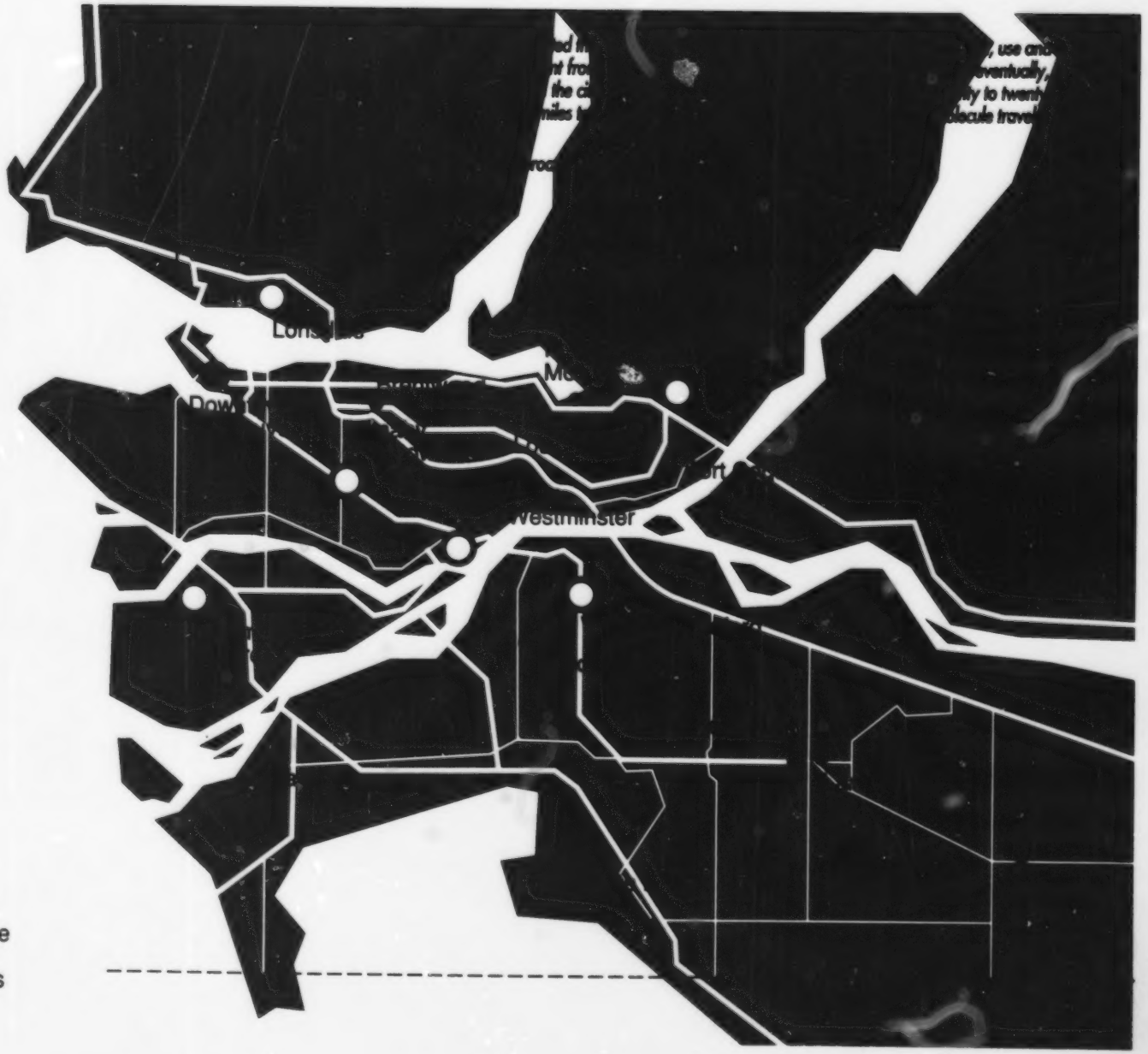
Centres in the Region



Comparison of co floorspace betwe Regional Town Centres

50 million sq. ft.

- Downtown Vancouver
- Coquitlam Centre
- Lonsdale
- Metrotown
- New Westminster
- Richmond Centre
- Whalley-Guildford



- Metropolitan Core
- Regional Centres
- Centres

Our Communities:
Places We Can Live in, Work in and Enjoy

We can no longer afford to pursue the 1960s concept of a single business core surrounded by predominantly residential suburbs all served primarily by the private automobile. This concept leads to fragmentation of community life, excessive dependence on the automobile and the waste of valuable land.

Our objective is to develop cities and towns which are self-sufficient in many respects and well connected to other parts of the region through excellent forms of transportation and communications other than the private automobile.

We must pursue ways of taming the private automobile and reducing its negative impacts on transportation planning, urban design and environmental quality both in the air and in polluted runoff from roads.

Local Actions

- *Invite the development industry to conduct a pilot project to plan and develop a pedestrian-oriented community in a suburban setting.*
- *Review subdivision and parking standards to encourage transit and cycling in new developments.*

Individual Actions

- *Set personal goals to reduce the use of the private automobile.*
- *Examine ways of reducing the distance between home and work.*
- *Support local festivals and artistic celebrations.*

Regional Actions

32. Establish with municipalities a renewed concept of regional town centres and regional cities. Identify the regional roles of the centres and evaluate the concept of a region with two high-density cores. Review design guidelines and development strategies for the regional centres.

33. Pursue an improved jobs and labour force balance throughout the region through encouraging the City of Vancouver to further heighten emphasis on residential development and reduce commercial development and through marketing appropriate employment locations such as regional town centres.

34. Sustain and develop a cooperative transportation planning process with the provincial government and its agencies based upon the GVRD Board's approved policies to:

- **Make the best use of existing transportation investment.**
- **Support improvements to the public transit system and programs.**
- **Improve the capacity of the roadway system giving appropriate weight to the following factors: use by transit, goods movement, continuity, safety, community and environmental effects, high-occupancy private vehicles.**
- **Manage demands on the transportation system through acting as a catalyst for carpooling and encouraging people to work close to where they live and live close to where they work.**
- **Pursue funding, policy and institutional arrangements that support coordinated planning, development and improvement of the region's transportation system.**
- **Pursue development of bicycle and pedestrian networks as part of the region's transportation system.**

35. Advocate an increase in the motive fuel tax to pay for transit initiatives, capital improvements for cyclists, and car pooling.

36. Request that the Province write off the SkyTrain debt to restore the financial resources available to the Greater Vancouver Transit System.

37. Work with municipalities and the development industry to create new forms of development that combine a mixture of residential and commercial uses, provide a variety of housing types, tenures and costs, and place greater reliance on walking, cycling and public transit.

REGIONAL TOWN CENTRES
— a key component of the Livable Region Strategy

In the Livable Region Strategy 1976-1986, the sharing of jobs and housing throughout the region was given particular emphasis in the Plan's proposals for Regional Town Centres. The six Regional Town Centres are Burnaby Metrotown, Downtown New Westminster, Whalley, Coquitlam Centre, Lonsdale and Richmond Centre. The concept involved creating "business centres" in suburban communities, thereby enhancing the distribution of jobs as well as the accessibility of "downtown" amenities in the growing suburbs. And the transit-oriented transportation policies of the Livable Region Plan would be reinforced by concentrating development at regional centres.

Conclusions from the Choosing Our Future background study, Town Centres and the Livable Region:

- The Town Centres Policy has been prominent in shaping the metropolitan Vancouver region, with a broad consensus forming on the main public purposes of the policy. By 1990, the policy could be considered a moderate success.
- The relative proportion of development in the Regional Town Centres and the downtown core continues to be similar to the pattern throughout the mid-1980s. Vancouver's downtown core continues to play the predominant role in the distribution and catchment of commercial floorspace in the Lower Mainland. Regional Town Centres have provided focal points for firms and functions seeking suburban locations with excellent connections to all parts of the region.
- Commercial and residential land use trends in the Regional Town Centres indicate that they have performed well in terms of floorspace accretion, and that they have achieved measurable success in meeting projected targets.
- While considerable progress has been made in the ability of Regional Town Centres to sustain commercial and residential growth, they could benefit from increased provision of public amenities, community facilities, educational institutions, and cultural facilities.

"An environment that cannot be changed invites its own destruction. We prefer a world that can be modified progressively against a background of valued remains, a world in which one can have personal marks along side the marks of history."

— Kevin Lynch; What Time is this Place; 1972

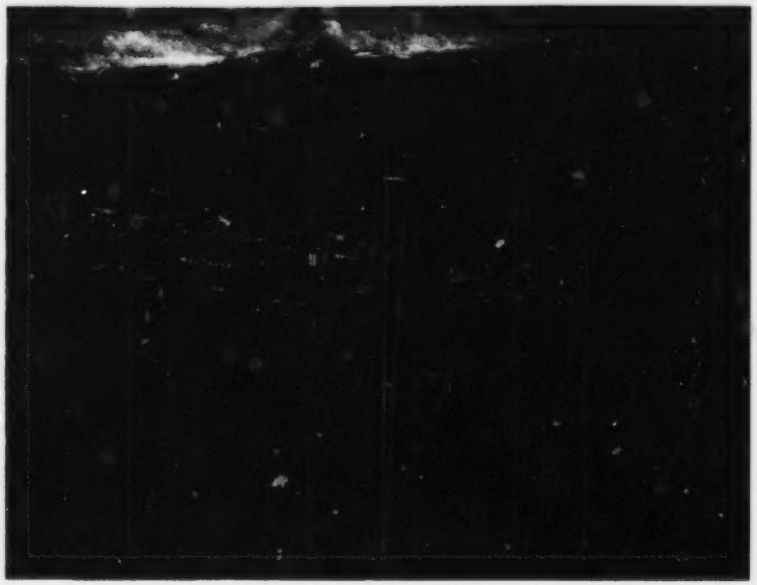
"Character comes from people, from the past, from the interplay of human forces and emotions in the process of daily life."

— Ian Menzies; "Pushcarts belong in the City"; Boston Globe; March 24,1976

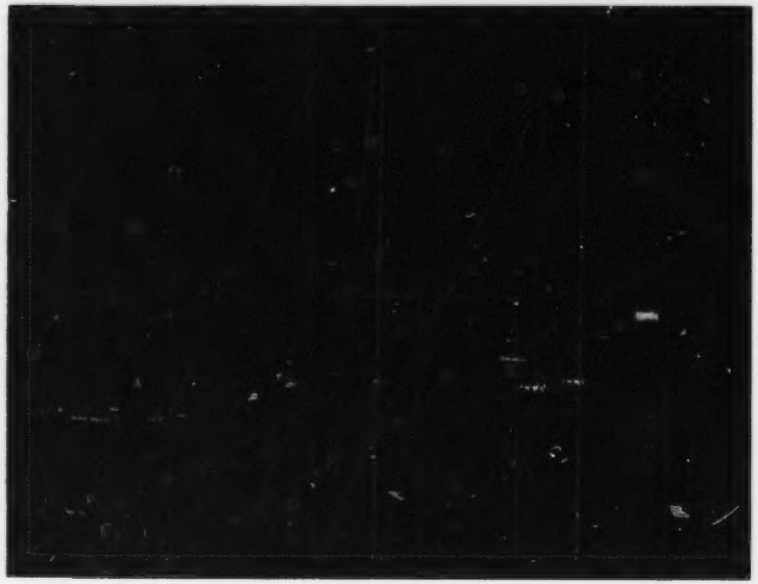
"... try to develop a more comprehensive public view of 'livability' than maintaining all single-family residential zoning."

— Prof. John Munro, Simon Fraser University Department of Economics

New Westminster



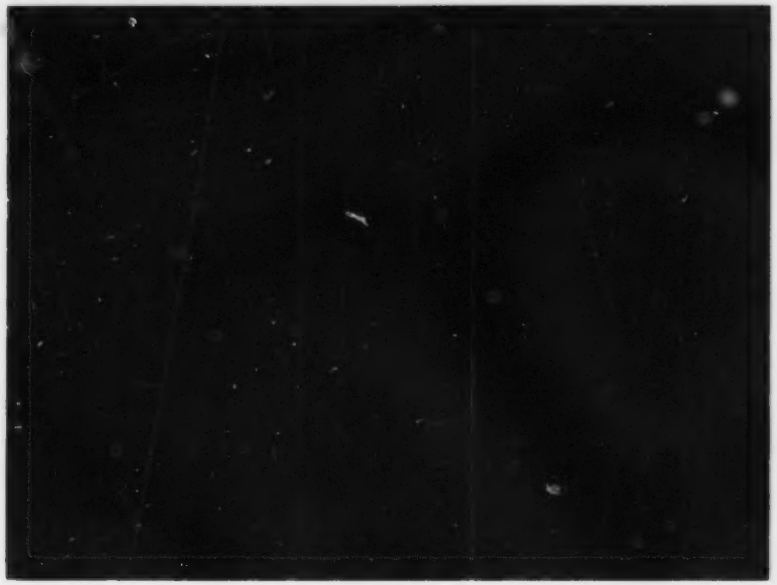
1982



1990

Metrotown

1982



1990

3. SERVING A CHANGING POPULATION

Choosing Our Future left no doubt that social issues will be a predominant concern of the coming decade. In social terms, Greater Vancouver is a very different region from 15 years ago: more of us are elderly, fewer of us are living in traditional family households and nearly a third of us were born in another country. These changes, which will continue through the turn of the century, will have a fundamental effect on our approaches to virtually every social issue, from affordable housing to health care to policing to transportation to family policy.

Health and social policy are relatively new areas of involvement for local government, the result of a realization that the community level provides the best context for effective and economic service delivery.

Housing is a cornerstone of a healthy social policy, particularly in a region where housing affordability faces the challenge of a limited supply of urban land. The Mayors' Agenda for Housing Action has met with early success in achieving legislative amendments in the rental sector to eliminate discrimination against children, extend notice provisions to tenants and provide for relocation costs in the event of demolition. Much more needs to be done in concert with senior governments, the development industry and community groups.

Our future as a regional community depends upon our success in ensuring that our children and their grandparents can play their roles in establishing and maintaining its livability. Our children are facing unprecedented change: many live in blended families, most receive supplementary adult care, they generally spend more time alone and are more aware of the problems facing the world. They have to deal with issues such as sexuality, substance abuse and race relations at a very tender age. We need to ensure that our communities, our education systems and our family services are equipped to help our children deal with their world.

We aspire to be the healthiest region in the world. Achieving that goal will require us to recognize not only the medical side of health care but the ability of the community to provide a healthy environment and promote healthy lifestyles.

We wish to be known as a region which welcomes newcomers and incorporates their contributions to our society. To meet that goal, our rules have to be fair to both resident and newcomer. The GVRD Labour Relations Bureau is already pursuing pay equity and equal employment opportunity programs with our unions and member municipalities.

Local Actions

- *Participate in regional forums on rental housing and affordable home ownership.*
- *Create local social planning networks.*
- *Use zoning incentives to encourage rental housing.*
- *Establish development standards for seniors housing which are suitable to their lifestyles.*

Individual Actions

- *Set high personal standards at a family level for physical fitness and healthy living.*
- *Respect the needs and limitations of older people and children in daily life.*

"GVRD must take the lead to enable people to live with pride and dignity. People must be ensured they will be protected [against growing racism]"

— Charan Gill, Progressive Indo-Canadian Society

"With an estimated 17 percent of the general population having some disability, governments and other public service providers should be aware of providing amenities to overcome handicaps."

— Stan Fisher Network of Burnaby Seniors

"A truly livable region strategy should ensure a wholesome mix of people of all age and income levels."

— Citizens' Action Group of Lower Lonsdale

Regional Actions

38. Increase the GVRD's ability to undertake regional social policy research, intermunicipal policy coordination and advocacy with senior levels of government in such areas as affordable housing, race relations, poverty, family services, disability issues and services for the aging.

39. Establish a Regional Social Issues Secretariat composed of local government and social agency representatives to facilitate coordinated action on social issues.

40. Organize, by the fall of 1991, a "Greater Vancouver Social Futures Conference" involving municipalities, social agencies and the provincial government to address issues of mutual concern that would benefit from a coordinated, focussed regional response.

41. Establish a special experimental program that brings together municipalities in the development of a child care initiative. The region will invite each municipality to dedicate staff time to work jointly on this project with clear, tight terms of reference and reporting time lines. The results are to be reported to the Greater Vancouver Social Futures Conference in the fall of 1991. Request that the federal and provincial governments participate both in policy invention and funding for this experiment in cross jurisdictional response.

42. Strengthen and pursue the Regional Health Planning Program in conjunction with the provincial government, health agencies and community interest groups.

43. Work with municipalities and the provincial government to ensure an equitable distribution of services throughout Greater Vancouver.

44. Continue efforts to improve police services throughout the region as a means of securing the safety of residents.

45. Work with municipalities, the provincial government and the private sector to address housing affordability issues that can best be addressed regionally. Strengthen advocacy with the senior governments for improved affordable housing programs that meet Greater Vancouver's needs. Work with municipalities to share information and coordinate policies on secondary suites.

46. Encourage municipalities to support the development of affordable and locationally balanced housing through ensuring an adequate land supply, planning for a mix of income ranges, secondary suites and new housing forms and supporting the delivery of social housing.

"It is no more likely that women will move out of the work force and back to the home, than that men will move out of the cities and back to the farm."

— Mayor Gordon Campbell

"Too often physical solutions compound instead of solve social problems."

— Roberta Brandes Gratz; The Living City; 1989

"Stereotypes can thus be overcome by increasing the availability of information about other groups, by fostering associations between members of those groups, and by stimulating cooperation among them."

—Ornstein & Ehrlich; New World, New Mind; 1989

"If we as a society are serious about economic equity for women, about stemming the feminization of poverty, about giving every child a fair chance educationally, emotionally and economically, one of our first priorities must be affordable, accessible, high quality day care."

— Ruth Sidel; Women and Children Last: The Plight of Poor Women in Affluent America; 1986

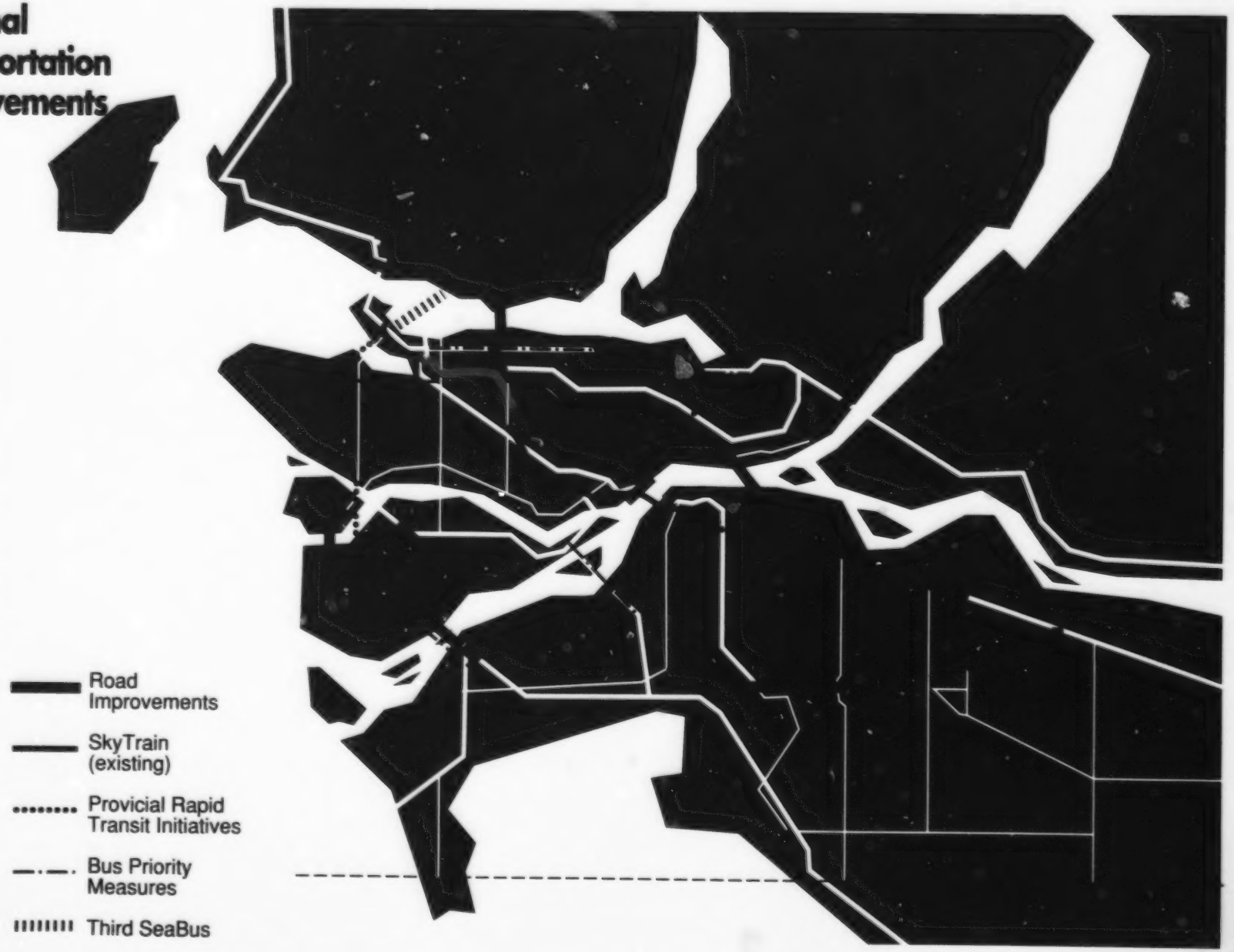
"When it is demanded of them, people grow accustomed to other people, grow to like their holidays and eat their food. When it is not demanded, people shrink back into suspicion and provincialism."

— Bonnie Menes Kahn; Cosmopolitan Culture; Choosing Our Future Challenge Seminar, 1990

"There is little call in just brawn when any job that can be done by an illiterate can be done better and cheaper by a machine."

— Lisbeth Schorr; Breaking the Cycle of Disadvantage; 1988

Regional Transportation Improvements



4. MAINTAINING THE REGION'S ECONOMIC HEALTH

Livability includes the availability of environmentally sound employment and enterprise which suit the evolving needs and talents of our people.

The recession of the early 1980s demonstrated that economic growth cannot be taken for granted in Greater Vancouver. Since then, the region and its communities have worked hard on major initiatives such as the Kaon factory and Design Vancouver to promote economic activities which create highly skilled and well-paid jobs and reinforce Greater Vancouver's most important economic asset–its livability.

In 1989, the GVRD and its member municipalities drafted an economic strategy to ensure that the region can foster the quality and distribution of economic development needed to achieve the economic dimension of livability. It places strong emphasis on the development of human capital and on taking advantage of our potential for clean, high-value activities in fields such as trade, tourism, technology-intensive manufacturing and international consulting.

Local Actions

- *Participate through local economic development offices in the preparation of the regional economic action program.*
- *Meet with local school boards to develop an appropriate fit between school curricula and local and regional labour force skills which will be required to implement local and regional economic strategies.*
- *Encourage employees to improve their technological skills and those of their families.*

Individual Actions

- *Set goals at a family level to increase technological knowledge and awareness through the use of home computers and related devices.*
- *Make suggestions to reduce waste in the home and workplace.*

Regional Actions

47. Help to create a supportive climate for economic change and growth with particular attention to transportation, tourism, and export-oriented business services and technology-based manufactured products. Review and revise by the end of 1990 the regional economic vision and strategy prepared in 1989 and develop an action program for its implementation.

48. Encourage a distribution of economic growth that supports Livable Region objectives.

49. Initiate a dialogue with the provincial government on ways of sharing growth with other parts of British Columbia.

50. Meet with the presidents of the region's community colleges to identify ways of improving literacy in the region's existing and potential workforce.

"We question this idea [that growth is unlimited and a positive benefit] and recognize it as one of the most challenging thoughts for this process as we look at the livability of the Lower Mainland."

— Wendy Turner, Community Forum on Airport Development

"The Vancouver Board of Trade agrees with those who say we must learn to do it 'better rather than bigger, and softer rather than harder'. We believe friendlier, better informed and better organized cooperation will be essential for success."

— Larry Bell, Vancouver Board of Trade

"But there is another way to understand talent, as the product of education. Where mediocre spirits can be encouraged to better themselves, there is a value on talent. The truly gifted person will be recognized. There will be audiences, classrooms full of aspiring students, in short, the setting that creates genius."

— Bonnie Menes Kahn; Cosmopolitan Culture Choosing Our Future Challenge Seminar, 1990

5. MANAGING OUR REGION

The actions resulting from Choosing Our Future are urgent and important because they are rooted in the traditions and beliefs of the people who live here. Those people expect their governments at all levels to work cooperatively to implement these actions, and they are prepared to do their part in creating the future they have chosen.

As with the original Livable Region Strategy, some of the actions go beyond the formal jurisdictional mandates of the GVRD and its member councils, but they lie well within the scope of community leadership which is a longstanding tradition of Greater Vancouver's municipalities. That is how we have always developed "made in Greater Vancouver solutions" which resolve problems by empowering people and their governments to act. If the implementation of those solutions requires changes in formal mandates, we should seek those with confidence, determination and the knowledge that they are necessary to the creation of our future.

The region's financial resources are limited. People need to know what trade-offs are required and how they can help reduce the need for new facilities and programs. Local Government needs to adopt a formal policy on capital expenditure to ensure the maximum return for the available dollars.

Local Actions

- *Review the results of Choosing Our Future in relation to local plans and policies.*
- *Encourage public discussion of these ideas by community groups.*

Individual Actions

- *Provide local government representatives with feedback on the proposals resulting from Choosing Our Future.*
- *Organize activities at a neighbourhood level to improve environmental quality and social support systems.*

Regional Actions

51. Communicate the results of "Choosing Our Future" to other Lower Mainland regional districts and invite their support.

52. Undertake, in consultation with municipalities and the provincial government, a review of the need for renewed GVRD regional land use, transportation and social development mandates.

53. Develop and implement a comprehensive public communications program to provide information on regional change and choices and on how individuals can contribute to achieving Livable Region objectives through such actions as controlling solid waste, water conservation and protection, and transportation choice.

54. Develop and implement a capital expenditure and debt management plan which provides a framework for investment to respond to the region's environmental, social and physical needs, to maintain the fiscal integrity of the region's communities and to secure equitable cost-sharing arrangements with other levels of government.

CREATING OUR FUTURE

Choosing Our Future has provided us with a road map with signposts and warning signals. If we navigate successfully through the next decade, what will we have achieved? Every city has, at some stage, a chance to establish its place in the history of human progress, to be what Vienna is to music or Athens to democracy. Greater Vancouver has a chance to set a new benchmark in urban quality. It can become the first urban region in the world to combine in one place the things to which humanity aspires on a global basis: a place where human activities enhance rather than degrade the natural environment, where the quality of the built environment approaches that of the natural setting, where the diversity of origins and religions is a source of social strength rather than strife, where people control the destiny of their community, and where the basics of food, clothing, shelter, security and useful activity are accessible to all.

That is an ambitious vision, but one which fits our natural endowments, the achievements of those who came before us, the aspirations of the people who live here now and the needs of those to come.

"Civics as an art has to do not with imagining an impossible no-place where all is well, but making the most and the best of each and every place, especially the city in which we live."

— Patrick Geddes; Cities in Evolution; 1915

"We have the freedom and the luxury to take action on the issues that concern us. We also have an overriding responsibility to make time for activism and to exercise our democratic privileges."

— Jeffrey Hollender; How to Make the World a Better Place; 1990

" The problems ahead are many, and the challenges are great, but with public involvement and awareness, future growth should occur with a degree of purpose and direction."

— Enid Kirby, North Delta resident

"Our hope for the future rests with the GVRD. This body is of paramount importance in maintaining our area as a desirable place in which to live. The GVRD requires and deserves the support of all residents."

— R.E. Hawkes, Vancouver resident

"Communities that meet the needs of people are livable communities. The GVRD can play a leadership role."

—Marva Blackmore, Richmond Community Services Advisory Committee

CHOOSING OUR FUTURE PARTICIPANTS :

Regional Challenge Seminars, December 1989 through March 1990; Regional Challenge Forum, March 1990; and Community Public Meetings, March and April 1990

Madge Aalto, Director, Vancouver Public Library
Rick Adams, Kelbaugh, Culthorpe & Associates
Kurt Alberts, Community Development Director, Township of Langley
Mary Algar, BC Hydro
Toivo Allas, GVRD
Jack Altman, Unit Director, Health Dept., City of Vancouver
Gillian Anderson, The Tsawwassen Nature Park Society
Luciano Anjos, Weldwood of Canada
Ed Apps, President, COSCO
Josephine Arline, B.C. Old Age Pensioners Organization
Prof. Alan Artibise, Director, School of Planning, UBC
Marion Ashton, Special Wastes (Toxic & Hazardous)
Shashi Assanand, Family & Crisis Worker, O.A.S.I.S.
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Janna Atkinson, Advisory Planning Commission, Belcarra
Michael Audain, Polygon Group Ltd., Urban Development Institute
Cam Avery, Director Corp. Communications, BC Gas
Andy Baak
John Baker
Mayor Marilyn Baker, District of North Vancouver
Wayne Baldwin, Chief Administrative Officer, City of White Rock
Carl Bannister
Julie Barber, Concerned Families for a Clean Environment
Herb Barbiolet, B.C. Association for Regenrative Agriculture
Greg Barker, Planning Department, District of Surrey
Jeannie Bates
John Battershill
Lillian Bayne, Greater Vancouver Regional Hospital District
Dorothy Beach
Russell Beach
Valarie Beamish
Pat Bean
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Lynn Beattie, Department of Medicine, University Hospital
Pat Beaucamp, Burnaby Citizens for Environmental Protection
Gazela Behn, Geoneau Canadian Cultural Society
Ron Bell, Ministry of Regional & Economic Development
Larry Bell, CEO, B.C. Hydro & Vancouver Board of Trade
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Ellla Benndorf, IMPACT
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Marva Blackmore, Richmond Community Services Advisory Council
Norm Blain, BC Tel
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Ben Boer, MacQuarrie University Sydney, Australia
Floyd Bolton
Fredrica Bolton
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Brian Bonner
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Bob Bossin, Call For Inquiry
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Bill Bouyk
Lois Boyce
Ron Boyd
Stewart Brady
Alexis Brawn, MacKenzie Institute
John Bremner, Director of Engineering, District of North Vancouver
Dr. Bert Brink, BC Federation of Naturalisits
Al Brotherston, Senior Environmental Coordinator, BC Hydro
A.W. Brown, Vancouver Board of Trade
Mr. & Mrs. R. Brown
Ada Brown, Consumers' Association of Canada (BC)
Pearl Bruckshaw, Little Mountain Senior Live Wires
Polly Bruels
Sandra Bruneau, UBC Faculty of Education
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B. Buermann
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Michelle Burns, Student, Point Grey
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R. Caldwell
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Cathy Carlyle
John Carr, Vancouver Board of Trade
Gayle Carter, BC Tel
Dr. Lynn Carter, Social Service Worker Program, V.C.C.
Wendy Carter, Regional Director, Secretary of State
Don Cartwright
Peter Carver, BC Coalition of the Disabled
John Cashore, MLA, Coquitlam-Maillardville
Marion Cashton, Study Group, Bruntland Report
Joyce Catliff, Vancouver City Planning Commission
Alex Caudiro, School of Community & Regional Planning, UBC
David Cawood, Mackenzie Institute
Lynda Challis
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Dan Chow, Planning Department, District of Surrey,
Rita Chudnovsky, Children's Advocate, City of Vancouver
Alderman Ann Claggett, Corporation of Delta
Michael Clague, Social Planning & Research Council
Frances Clark, Richmond Committee on Disability, FIDO
Fred Clark
Gordon Clark, Burnaby Now Newspaper
Melissa Clark, Langley Secondary
Corporal Bruce Clarke, Vancouver Police Department
Reg Clarkson, Poverty Education Service
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Tom Constable
William Cooke
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Marlene Coram
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Jeremy Dalton, West Vancouver Capilano Liberal Association
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Gordon Dowding, Recycling Council of B.C.
Rupert Downing, Social Planner, District of North Vancouver
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E. Edgar
Mr. & Mrs. C. Edwards
C. Bruce Edwards, Consulting Engineer
Jack Edwards, BC Hydro
Hank Einarson, Grandview-Woodlands Advisory Council
P. Ekman
Elinor Ellis, Minoru Seniors Society
Al Engler, Cdn Brotherhood of Railway, Transportation Workers
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Harold Funk, Delta Wilderness Society
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W. Galetzka
Dr. Paul Gallagher, Vancouver Community College
Grant Gardiner
Bradley Garner, Vancouver Community College
Les Garrison, Coquitlam Chamber of Commerce
Joan Garitty, Para-Med Health Services
Chris Garside
Wolfgang Geason
Michael Geller, President, Urban Development Institute
Ken Georgetti, President, B.C. Federation of Labour
Rob Gerein
Dr. E. Gibson, Simon Fraser University
Bev Gidora, Committee for Progressive Electors Surrey
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M. Gordon
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Margo Gram
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C. Gary
Charan Gill, Progressive Indo-Canadian Society
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Mayor Gordon Hogg, City of White Rock
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Mavis Holm
Leigh Holmes
Dennis Hon, Richmond, Advisory Planning Commission
Page Hope-Smith, Director Richmond Art Gallery/Rich Leisure Ser.
Len Horvath, Building Owners and Managers Association
Alderman Donald Hoskins, Village of Belcarra
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Erik Karlsen, Ministry of Municipal Affairs, Recreation & Culture
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Joan Kellinghusen
Colin Kelly, Independent Canadian Transit Union
Joyce Kelsall
Harley Kelsey, Discovery Foundation
Roger Kemble, Architect
Ruth Kendall, Semiahmoo Fish & Game Club
A. Kennedy
Gerry Kennedy, Downtown Vancouver Association
Lynne Kennedy
Mr. & Mrs. A. Kenny
Lynne Kent, Co-chair Asian Youth Task Force
Judy Kilcup, United Way
Sherry Killam, First Shaughnessy Design Panel
Charles King
Colin King
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Alderman Jon Kingsbury, District of Coquitlam
B. Kirby
Enid Kirby
Bryan Kirk, City Manager, City of Port Coquitlam
Ian Klassen, Office of the Honourable John Fraser
Christine Kline, Ministry of Health
Mr. & Mrs. Bob Kohn
Joachim Knauf, Canada Employment and Immigration
Dr. Roslyn Kunin, Canada Employment and Immigration
Walden Kunz, Software Association of BC
Zoltan Kuun, Zoltan Kuun Associates
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Ernie Lawson, Ministry of Environment
Barry Leach, Kwantlen College
Mike Lee
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Alexander B. Leman, Leman Group Inc., Toronto
Genevieve Lemarchand, Genevieve Lemarchand & Associates
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Director Bill Lewis, Electoral Area B, GVRD
Gloria Lifton, Home Support Association of BC
Chris Linsdell
Joe Liotino
Gus Long, Federated Anti-Poverty Groups
Sarah Love
Fay Low, BC Telephone Co.
Dr. Peter Lomas, Open University
Mayor Joe Lopushinsky, City of Langley
Mayor Jack Loucks, City of North Vancouver
Chris Lovelace, Assistant Deputy Minister, Ministry of Health
Alderman Margaret Lower, City of White Rock
Basil Luksun, Corporation of Burnaby
Chris Lundberg, Westcoast Environmental Law
Tami Lundy, Social Development Council, Coquitlam
Terry Lyster, District of Surrey
Margaret MacAdam, Bigel Institute for Health Policy, Brancheis Univ.
Val MacDonald, Western Society Seniors Bureau
Sandy Macdougall, Tri-City News
Mr. & Mrs. MacKay
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Julia MacWilliams
Dr. Ann McAfee, Associate Director of Planning, City of Vancouver
Peggy McBride
Jeremey Mc Call
R. McCartney
Betty McClurg, Executive Director, Langley Family Services
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June McCuaig
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Graham McGarva, Baker McGarva Hart
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Elaine McLeod, Vancouver Neurological Centre
Phil McLeod
Joy McPhail, B.C. Federation of Labour
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Director Iva Mann, Electoral Area A, GVRD
John Manson
Dr. Sharon Manson-Willms, School of Social Work, UBC
Jon Markoulis, Concord Pacific Development Ltd.
Marnie Marley, YWCA
Ben Marr, Regional Manager, GVRD
John Massot
Peter Mather
Mr. Mayencourt
Dr. Bonnie Menes Kahn, Sociologist/Writer, San Francisco, California
Morris Mennell, Pollution Control, GVRD
Betty-Ann Metcalfe, Community Health Nurse Burnaby
Irene Miller
Kirk Miller, Agricultural Land Commission
Donald Mills, Acres International Limited

John Mills, BC Transit
Fred Milowsky, Ministry of Social Services and Housing
Cheryl Milton
B. Minlos, City of Vancouver
Eve Mitchell
Margaret Mitchell, Vancouver Public Housing Tenants Association
Ian Moffat
Sandra Moisey
Laura Mokrow
Andy Molloy
Hugh Monroe, Vancouver Board of Parks and Recreation
Karen Lynn Monsarratt, Real Estate Board of Greater Vancouver
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David Moore, Richmond
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Richard Moreau
Paul Moritz, Director of Planning, District of Matsqui
Donna Moroz, Impact Resources
David Morris
Jim Morris
Ken Morris
Carolyn Morrison, Township of Richmond
Dr. Ian Morrison, Institute for the Future, Menlo Park, California
John Morse, Manager, Water Engineering, GVRD
Bruce Moynan, Chilliwack Environmental Panel
Gunnider Mumick, Multicultural Educator, City of Vancouver
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Prof. John Munro, Department of Economics, Simon Fraser University
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Derek Murphy, Coquitlam Social Development Council
Keith Murray
Eddie Myers
Ken Myrtle
Birte Nachtigahl
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Bev Nann, Laurier Institute
Dr. Frank Navin, Engineering Department, UBC
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Robyn Newton
Carolina Ng, Student, Gladstone Secondary School
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Phyllis Norris
Madeline Norval
Ray Nothstein
Steve Novich
Neil Nyberg, Municipal Engineer, District of Coquitlam
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Mike O'Connor, President and Chief Operating Officer, BC Transit
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Michelle Okoth, Lord Byng Secondary
Cathy Olson
Eliza Olson, Burns Bog Conservation Society
Ernie Olson, Municipal Manager, District of Burnaby
Frank O'Neill, General Vancouver, Vancouver International Airport
Simon Oosterhuis
Ken Orski, Urban Mobility Corporation, Washington, DC
Liz Osborn, Outdoor Recreation Council of B.C.
Sylvia Osborne
Sherri Paiement
Joe Pal
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Alderman Eunice Parker, District of Coquitlam
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Gordon Parris
Gordon Partovi, Richmond Multi-Cultural Concern Society
Juliana Pasko
Barbara Paton
Boris Pavlov, Regional Director, Transport Canada
Bob Peart, Executive Director, Outdoor Recreation Council
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Doug Peterson, Administrator, Development Services, GVRD
Tai Pham, Student, Point Grey
Carole Pharey, Housing Department, GVRD
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Norm Pierce
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Marilyn Pollard, Bicycling Association
H. Popple
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Ray Pradinuk, The Hulbert Group
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Joyce Preston, Director Social Planning, City of Vancouver
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Paul J. Pullen
Bonnie Pyplacz, North Shore Economic Development Commission
Dr. Moira Quayle, Landscape Architecture Program, UBC
J. Raber
Vera Radio, MOSAIC
Jim Ramsay
Ruth Ramsay
Ted Rashleigh
Patrick Raynard, North Shore News
Joe Redmond, President, International Care Corporation
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Doug Reichert
Superintendent Don Render, Surrey RCMP Detachment
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Honourable John Reynolds, Minister of Environment
Christopher Richardson, Vancouver Board of Parks & Recreation
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Bernice Richmond
Janice Richmond, Corporation of Delta
Catherine Rickard
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Beryl Rutherford
Don Rutherford, North Shore Neighbourhood House
Calvin Sandborn, West Coast Environmental Law Association
Phil Sanderson, District of Burnaby
Ian Sandulak, Century 21, Atkinson & Terry Real Estate Ltd.
Keith Sashaw, CHBABBC
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T. Sawkins
Christine Schneider
Jack Schrivener
John Schreiner, Financial Post
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Olga Schwartzkopf, Society Promoting Environmental Conservation
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Archie Semple
Dave Semple, Leisure Services, Township of Richmond
George Sexsmith, Urban Development Institute
Navnit Shah, Fraser Valley Real Estate Board
Cliff Sharpe
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Dong-Ho Shin, UBC Student
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Brian Shpak, Downtown Vancouver Association
Surjeet Sidhu, Law Courts Education Society
Kamal Sikelin
Lorie Silver
J. Jay Simons, Simons Planning & Development Inc.
Shane Simpson
Bill Sinclair, Environment Canada
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Dennis Smit, Citizens Action Group Lower Lonsdale
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Marion Smith
Wayne Smithies, Building Owners and Managers Association
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Sabina Soo, Student, Point Grey
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Michael Sorochan, Health Department, City of Vancouver
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D. Spence
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Dick Stace-Smith, Fraser River Coalition
Graham Stallard, Planning Dept. District of West Vancouver
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Rita Stern, Ministry of Health Promotion
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Shirley Symons
Linda Swaine, Township of Langley
Jean Swanson, End Legislated Poverty
John Tabak, Sierra Club
Brian Talbot, Manager, Engineering, GVRD
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Agnes Thompson, Richmond Community Services Committee
Steve Thompson
Thom Thompson, Vice President, BC Hydro
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Alderman Terry Thorne, Township of Langley
Lynda Thornton
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Eric Tiessen, Acting Director of Planning, District of Coquitlam
Tom Timm
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Linda Tom
Harry Toor, Real Estate Board of Greater Vancouver
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Cheri Trewin
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Paul Turner
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George Varnai, Canada Employment & Immigration
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Alderman Judy Villeneuve, District of Surrey
Doug Vincent, Executive Director, B.C. Chamber of Commerce
Bryan Vogler, Lower Mainland Commuter Rail Consortium
J. Voigt, Surrey Community Centre
Patricia Wadmore, Corporation of Delta
Al Waisman, Waisman Dewar Grout Carter Inc.
Frank Walden, The Serpentine Enhancement Society
Dave Walker, New Westminster Chamber of Commerce
Mike Walker, Mgr Properties, Housing & Hospital Planning, GVRD
Frank Ward
Christine Wardle, Point Grey Homeowners' Association
Mr. Warman
Earl Warnock, Ministry of Environment
Christine Warren, Senior Social Planner, City of Vancouver
Douglas Watts
Curt Weant
Thelma Weinreich
Glenna Westbrook
Rob Weston, Manager, BC Trucking Association
Hugh Whitcutt, Vancouver Port Corporation
Alderman Dave White, District of Coquitlam
E.A. White
Richard White, City Planner, City of North Vancouver
Jim Whitehead
Gwen Wick, Student
Stan Wilbee, MP, Delta
Franklin Wiles, District of Surrey
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Alderman Sandra Wilking, City of Vancouver
Judy Williams, Wreck Beach Preservation Society
Ron Willems, Ministry of Social Services & Housing
Beryl Wilson
Carol Wilson
Carolyn Wilson
Don Wilson
Eileen Wilson
S. Wilson, Ministry of Regional & Economic Development
V. Wilson
Antoinette Winkelman, Port Coquitlam
Ken Winslade, Parks & Recreation, City of New Westminster
John Winsor, Planning Department, City of Vancouver
Jay Wollenberg, Coriolis Consulting Corp.
Denis Wonderlich
Mike Wong, Ministry of Environment
Edward Wood
Bill Woodall, Regional District of Fraser-Cheam
Rev. Ray Woodard, Capilano Southern Baptist Association
D. Woznor
Loretta Wren
Ken Wright, Engineer, District of Coquitlam
Alderman Michael Wright, City of Port Coquitlam
Jim Yates, Consultant
Michael Young, Canada Mortgage & Housing Corp.
Gary Youngman, Aboriginal Peoples Business Association
Monica Yu, Student, Richmond
Stephen Yu, Student, Richmond
Sunee Yuuho, Sierra Club
Elizabeth Zaborowski, Business Information Centre
Mark Ziegler, Transport Canada
P. Zysman, Little Mountain Neighbourhood House

*"**Vancouver, 'the Liverpool of the Pacific'**, is a solid, well built town, much superior in architectural display and appearance generally, to any of the new cities on the American side I have seen."*

— Wm. E. Curtis, Chicago Record-Herald, October 3rd, 1905.

*"**Vancouver will be New York's greatest rival** for supremacy of any city on this continent. ... The beauty of its situation far and away, excels that of Naples, Venice or New York ... It has a population of 100,000 (1909); in 60 years it will outstrip Paris and Berlin."*

— P.A. O'Farrell, U.S. Pure Food Commissioner in New York World, 1909.

*" Within a few years it is safe to predict that our waterfront will be filled with wharves, docks, warehouses and manufacturies, all teaming with life and pouring their stores into the ships that will line the wharves. ... Who that has seen our magnificent sheltered harbour, offering the safest of anchorage in the worst weather, can doubt that all this and more is coming to **North Vancouver**, whose ideal townsite offers far finer facilities for all the above industries than ever the south shore can hope to do."*

— The North Vancouver Express, Easter edition 1911.

*"Mr. Ladner pointed out that the land would produce three and a half tons of hay to the acre. Oats went as high as one and three-quarter tons to the acre and weighed from 40 to 50 pounds to the bushel. Wheat ran as high as one and a half to two tons to the acre and the wheat grown in the **Delta district had captured the first prize at the World's Fair**, and the standing of the Delta potatoes was too well known to need comment."*

— Delta Times, March 19th, 1912.

*"...**Coquitlam**, in whose splendid scenery of snow-sprinkled mountain crest and wooded slope looming through the sapphire mist, youth finds exultation and age finds solace; in whose rivers the fish flash and sparkle and in whose forests the sunlight shoots and gleams on green and gold, will go on its way of development like its own river the Fraser, with as sure, steady and unswerving flow. ... In the future lie gigantic strides of progress, such as nothing short of a world-wide cataclysm can turn aside, and as surely will the rural municipality of Coquitlam grow into a great sub-city of commerce. "*

— Coquitlam Star, May 8th, 1912.

*" ... **West Vancouver** is the loveliest suburb of Vancouver, is close-in, easily accessible, has the balmy climate of the southern slope, and is a district of present and future lovely homes."*

— The Walch Land Co. advertisement, The Vancouver World, May 18th, 1912.

*" Dignified and aggressive, the municipality of **Burnaby** is performing a great proportion of the tasks incident to the development of the Fraser Valley, and it plays a part that is stamped by individuality."*

— The Fraser Valley, November 27th, 1912.

*" Of all the cities on the coast which are looking forward to the opening of the Panama Canal, **[Port] Coquitlam**, as part of Greater Vancouver, is justified in being the most optimistic."*

— The Weekly Globe and Canadian Farmer, April 1913.

*" Notwithstanding, comparisons are odious and illustrations somewhat unkind, yet, peradventure, a single example will be condoned. In **Richmond** four tons of hay to the acre is common and five occasional. Here men have but to tickle the soil and it laughs forth a harvest."*

— The Point Grey Gazette, June 14th 1913.

*"**White Rock, British Columbia, Canada**, ... situated on the shores of Semiahmoo Bay, often favorably compared with the famous Bay of Naples, and far noted for its magnificent sweep of ten miles of sandy bathing beaches. "*

— Charles E. Sands; White Rock, circa 1923.

"There can only be more Vancouverites in the sixties, telling more and more Canadians and Torontonians that this is Canada's city of the future."

— The Vancouver Daily Province, January 2nd, 1960.

"In the chronicle of human endeavor there is no story more inspiring, no tale more romantic, than that of the resourceful, courageous people whose initiative and energy, peacefully, and in the briefest period of time, created out of the silent emptiness of dark primeval forest, a monumental city of beauty and of culture, an achievement in world history which must forever interest the peoples of all nations."

— Major J.S. Matthews, Early Vancouver, 1932.